

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT		1. CONTRACT ID CODE		PAGE OF PAGES 1 of 18	
2. AMENDMENT/MODIFICATION NO. 0002		3. EFFECTIVE DATE SEE BLOCK 16 C		4. REQUISITION/PURCHASE REQ. NO	
				5. PROJECT NO. (If applicable) NAS Whiting Field, FL	
6. ISSUED BY DEFENSE ENERGY SUPPORT CENTER 8725 JOHN J. KINGMAN RD., SUITE 4950 FT. BELVOIR, VA 22060-6222 BUYER/SYMBOL: STUART STOVALL / DESC-FPB sstovall@desc.dla.mil PHONE: 703-767-9339 FAX: 703-767-9338		SCO600		7. ADMINISTERED BY (If other than Item 6) CODE	
8. NAME AND ADDRESS OF CONTRACTOR (NO., street, city, county, State, and ZIP Code) BIDDER CODE: CAGE CODE:				9a. AMENDMENT OF SOLICITATION NO. SP0600-01-R-0081	
				X 9b. DATED (SEE ITEM 11) April 19, 2001	
				10a. MODIFICATION OF CONTRACT/ORDER NO.	
				10b. DATED (SEE ITEM 13)	
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS					
<p>[XXX] The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers [] is extended, [XXX] is not extended</p> <p>Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers.</p> <p>FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.</p>					
12. ACCOUNTING AND APPROPRIATION DATA (If required)					
THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14					
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.					
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b)					
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: MUTUAL AGREEMENT OF THE PARTIES					
D. OTHER (Specify type of modification and authority)					
E. IMPORTANT: Contractor [] is not, [] is required to sign this document and return _____ copies to the issuing office.					
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)					
<p>A) The Performance Work Statement is hereby changed as follows by replacing pages 1,5, 9, 12, 14-15, 29-33, 35, and 39 of 3/22/01 with pages 1, 5, 9, 12, 14-15, 29-33, 35, and 39 of 5/29/01.</p> <p>B) The attached Questions submitted by potential offerors and Answers provided by the government are hereby incorporated into the above referenced solicitation.</p> <p>C) All other terms and conditions remain unchanged.</p> <p>Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.</p>					
				16A. NAME OF CONTRACTING OFFICER BRIAN DeLONG	
15B. NAME OF CONTRACTOR/OFFEROR BY (Signature of person authorized to sign)		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA BY (Signature of Contracting Officer)	
				16C. DATE SIGNED	

**SUMMARY OF CHANGES TO
Performance Work Statement (PWS)
SP0600-01-R-0081
Amendment 2
NAS Whiting Field, FL**

Changes to the Performance Work Statement:

Section C-1.1, General Description, Page 1. Comments of sub-paragraph three regarding the delivery of ground fuel of outlying sites has been changed to clarify scheduled deliveries.

Figure 1: Hours of Operations, Note (5), Page 5. Comments regarding the delivery of ground fuel of outlying site has been changed to clarify scheduled deliveries.

Section C-2.2.2, Aircraft Fuel Servicing Operations, Page 9. Sub-paragraph three has been changed to show that daily inspections, sampling, and testing are required versus simple visual analysis of products.

Figure 8: Ground Fuel Delivery Points and Schedules, Page 12. Entries to the table have been changed to clarify delivery schedules.

Figure 10: Used Oil Collection Points and Pick-Up Schedule, Page 14. The grade of product normally handled has been changed to read JP5/8 and the comments of Note (2) regarding mixed oils and hydraulic fluids deleted.

Section C-2.10, Quality Surveillance, Page 14. The section has been changed to show the contractor is responsible for the daily sampling and testing fuel within the contractor's equipment and defuel samples.

Section C-2.10.2, Testing, Page 15. Wording of sub-paragraph three has been changed to show that the laboratory is a shared facility used by both fuel contractors at NAS Whiting Field.

Section C-3.2.2.12, Hoses, Page 29. Note the change to the size of hoses used for dispensing product by the overwing method of refueling. Also, note the requirement for the contractor to provide additional hose sections at pit 1 and 2 of South Field of NAS Whiting Field, OLF Site 8, and OLF Spencer Field.

Section C-3.2.2.17, Deadman Controls, Page 30 has been changed to indicate that all refueler shall be configured with deadman controls.

Section C-3.2.3, Defuel Truck, Page 31-33. The requirement for a stand-alone defueler truck has been deleted. The refuelers provided shall be capable of defueling.

Section C-3.2.4.2.9, Meters, Page 35. The requirement for the installation of the FuelMaster FMU-2525, Mobile Fuel Management Unit has been moved to this section from Section C-3.2.4.2.8.

Section C-3.5, Uniforms, Page 39 has been change to allow the wear of polyester/cotton blend uniforms.

C-1.0 GENERAL

C-1.1 General Description

This Performance Work Statement (PWS) is established to identify Contractor responsibilities to furnish, maintain, and operate mobile aviation and ground fuel servicing equipment for the support of aircraft assigned to and as may transit, deploy to, or exercise from **Naval Air Station (NAS) Whiting Field, FL**, hereafter referred to as **NAS Whiting Field**. In addition, aviation and ground fuel support services at **Outlying Field (OLF) Site 8** and **Outlying Field (OLF) Spencer Field**, hereafter referred to as **Site 8** and **Spencer Field** respectively, are outlined. All requirements, specifications, standards, policies, and doctrine identified herein and applicable to NAS Whiting Field also apply to the fuel support mission at Site 8 and Spencer Field.

The NAS Whiting Field fuel facility is a compact system consisting of bulk JP5 tanks, a service station, and the fuel laboratory, all of which are operated and maintained by the Government (a separate Contractor). This contract provides for the manning and mobile equipment for aircraft and ground fuel support. The dispatch center, the driver's ready room, and the site manager and administrative office supporting that mission are located in building 2993. The Contractor's maintenance area is adjacent to the truck parking area.

Both supported outlying fields lie southwest of NAS Whiting Field. Spencer Field is 14 miles from the base on Route 90 while Site 8 is 38 miles west on Route 90A. Both locations are supported by the deployment of a 2000-gallon JP5 fuel servicing trucks to service helicopters for the time frames noted in Figure 1. Ground fuels, MUR and LS2, are delivered to Site 8, Choctaw Field, and Saufley Field on Tuesdays, and Thursday and to Spencer Field as requested. Other than the small Air Operations controlled MUR and LS2 tanks used to store fuel for and service yellow gear, there are no bulk fuel facilities at Site 8 and Spencer Field.

C-1.2 Mission

NAS Whiting Field and outlying fields are pilot training activities. In support of these missions, the Contractor shall be responsible for the following Fuels Management functions.

- ✓ Fuel services (issue and defuel) of aviation fuel (JP5) to aircraft and ground support equipment and facilities by mobile refueler and refueler supported pantograph/hose systems.
- ✓ Fuel services (issue and defuel) of ground products, MUR and LS2, via mobile fuel servicing truck.
- ✓ The collection, storage, handling, and disposal of Used Oil.
- ✓ Product quality surveillance by visual inspection of JP5, MUR, and LS2.
- ✓ Fuel accounting and administrative functions, to include the management of FAS as it applies to petroleum functions managed by the Contractor.
- ✓ All associated inspections, preventive maintenance (PM), and operator maintenance applicable to Contractor furnished equipment and Contractor Government facilities.

The receipt from storage, handling, and delivery of all products to units assigned to and as may transit, deploy to, or take part in exercises at NAS Whiting Field shall be a Contractor responsibility. In addition, the Contractor shall provide mobile fuel support within the terms and conditions of this contract at Site 8 and Spencer Field.

C-1.3 Contract Performance

The Contractor shall perform the tasks identified in [Section C-2.0](#) and achieve the performance standards for each task. The Contractor shall, as outlined in [Section C-1.4](#), submit performance based plans that demonstrate the Contractor is capable of meeting all performance standards outlined and will comply with all applicable Federal, state, and local laws, DOD regulations, and station guidelines. Except as may be specified herein, the Contractor shall be responsible for obtaining computer access to or obtain copies of all Federal and state laws, regulations, codes, and commercial/civil guidelines, including changes thereto, that may be required in performance of this contract.

Figure 1 lists the functions to be performed by the Contractor and the hours they shall be manned. Tasks associated with a given function, equipment maintenance for example, will normally be accomplished within the hours specified. Empty cells indicate that a function is not normally manned for the days indicated by the column heading.

Figure 1: Hours of Operations

Function	Monday-Friday	Saturday	Sunday/Holidays
Aircraft Refueling Operations, NAS Whiting Field ⁽¹⁾	0000-2400		1700-2400 ⁽⁶⁾
Aircraft Refueling Operation, Site 8 ⁽²⁾⁽³⁾	0900-1700		
Aircraft Refueling Operation, Spencer Field ⁽²⁾⁽³⁾	0800-1630		
Fuel Dispatch Center ⁽⁴⁾	0000-2400		
Ground Fuel Delivery Operations ⁽⁵⁾⁽⁷⁾	0700-1400		
Used Oil Handling Operations	1400-1530		

(1) Refuelers are deployed to two hot refueling lanes at South Field, Monday thru Friday. Pit #1, a lighted area, shall be made functional one hour after South Field opening until an hour prior to field closure. Pit #2, which is unlighted, shall be made functional by 1000 and remain functional until 1800 or sunset.

(2) The specific inclusive times that refueling support shall be available at Site 8 and Spencer Field. Travel time must be considered. The drivers shall keep a manual log of refueling activity for end of day entry into FAS.

(3) "Hot Refueling" via truck and hose system is the normal mode of operation at these outlying sites.

(4) The dispatch center shall be manned by a qualified dispatcher from 0700-2300 hours. From 2300-0700 hours, driver/operators shall maintain the dispatch log.

(5) Includes scheduled ground fuel deliveries to Site 8, Choctaw Field, and Saufley, and product as requested at Spencer Field.

(6) Work period scheduled to prepare station aircraft for the next duty-day launch. The 1700 to 2400 shift shall be manned on Sunday if Monday is a normal workday or Monday (the holiday) if the following day is a normal workday.

(7) The Contractor shall be capable of the simultaneous delivery of ground products to on station and distant off station sites.

C-1.9 Personnel Qualifications

The Contractor shall ensure that personnel assigned to all tasks have the requisite knowledge and skills to meet minimum performance standards and comply with all applicable Federal and state laws, regulations, and code. All employees shall be able to read and understand English (be literate) to the extent they can read and understand regulations, detailed written orders, operating procedures, and training instructions and materials. Employees shall be capable of performing basic numeric operations (addition, subtraction, multiplication, and division) and writing in English to compose reports that convey complete thoughts.

C-1.9.1 Essential Personnel

As outlined in Section L, Clause L2.31, a resume shall be submitted for essential personnel, the Corporate Executive Officer, the Site Manager, and the Assistant Site Manager (full or part time).

Corporate Executive Officer: To assure continuity between the contracted location/activity and corporate office, the Contractor shall employ an executive who, for the duration of the contract, can make decisions concerning this contract. He/she shall have a complete understanding of the terms and conditions of this contract and shall be experienced in the operation and maintenance of fixed and mobile fuel systems to the extent outline herein.

Site Manager: The Contractor shall employ a site manager. He/she shall have a minimum of four years experience in petroleum services operations. His/her experience shall include the operation and maintenance of bulk fuel storage and distribution systems and facilities, mobile (aviation and ground fuel) and direct aviation refueling services equipment and facilities, service stations operations (manual and automated), the quality surveillance associated with all levels of aviation and ground fuel support, and fuel administration and accounting principles and practices.

To the extent cryogenic operations are outlined herein, the site manager shall be experienced in cryogenics operations. He/she shall be capable of performing operations that include the receipt from commercial sources, storage, issues to carts, converters, and other equipment, system/equipment maintenance, and quality surveillance, to the extent that he/she is able to effectively supervise cryogenic personnel/operators.

C-2.2.2 Aircraft Fuel Servicing Operations

Aviation fuel servicing operations are defined as the delivery, or receipt by defuel, of aviation fuels by mobile refueler or fixed hose systems supplied by refueler. The Contractor shall be responsible for performing all aircraft fuel servicing operations and safeguarding fuel supplies under its control during normal and adverse conditions.

NOTE

“Hot refueling” at NAS Whiting Field and the outlying fields is accomplished by refueling truck through a fixed hose system and, for administrative purposes, are considered truck servicings.

As outlined in [Section C-1.8](#), the Contractor shall be capable of providing fuel servicing of station and transient aircraft 24 hours a day, 365 day per year, including holidays. During the normal duty hours reflected in [Figure 1](#) and as may be supplemented by local directives, each request for fuel services shall result in the dispatch of fuel servicing truck(s) and/or direct fuel servicing system operator(s) to the number of aircraft identified and prioritized by the requester so that each truck or operator dispatched arrives at the first aircraft for the specific work request, within **20 minutes** of the request for service. The Contractor shall continue to service subsequent aircraft in an orderly and timely manner until all fuel servicing requirements for a specific request are met. Drivers shall not interrupt the flow of work, i.e., service aircraft other than those to which they are dispatched, without approval by the dispatch center, nor shall drivers/operators interrupt servicing operations for rest or meal breaks without proper relief or explicit approval of the fuel dispatch center. On arriving at an aircraft, operators shall take all steps and precautions necessary to service the aircraft in accordance with NAVAIR 00 -80T-109, other USN regulations, and station instructions applicable to fuel servicing operations.

NOTE

Requests for services outside the duty hours listed in [Figure 1](#) shall be met within two hours as measured from the time of notification to the arrival of equipment at the aircraft requesting services.

The Contractor shall provide the refueling equipment specified in [Section C-3.2.1](#) and [Section C-3.2.2](#) in sufficient numbers to undertake the workloads outlined in [Figure 2](#) and [Figure 3](#). The Contractor shall maintain all equipment in a safe and fully serviceable condition. Daily equipment inspections, sampling, and testing shall be accomplished and documented on the vehicle inspection forms to ensure equipment is ready for service.

Aviation fuel deliveries to off station locations shall be accomplished using trucks that are configured and licensed for use on public roads. All Federal, state, and local inspections, permits, licensing and insurance requirements for the truck(s) used, shall be a responsibility of the Contractor. Operators shall be licensed as set forth in [Section C-1.11](#), Fuel Truck Drivers/Operators.

Figures 2 and 2a represents historical aircraft fuel issue and defuel data for JP5 at NAS Whiting Field, Site 8 and Spencer Field. More detailed historical issue data is reflected in Exhibit 2, JP5 Issue Data and Trends. Other workload data exhibits provide average workload data in terms of truck movements applicable to both locations.

The Contractor shall document each ground fuel issue using forms or logs that provide all the information required to fully satisfy the data entry requirements of the Gas Log of the Fuels Automated System (FAS). The Contractor shall input truck issue data into the FAS Gas Log daily, Monday through Friday. Weekend/holiday activities shall be imported on the first duty day following the weekend or holiday.

Figure 7: Ground Fuel Delivery

Year	Grade	Total Gallons Issued for the Year	Average Monthly Gallons Issued
FY98	MUR	20,772	1,731
FY99	"	22,818	1,902
FY00	"	20,589	1,716
FY01 ⁽¹⁾	"	5,552	1,388
Total & Average	"	69,731	1,743
FY98	LS2	6,636	553
FY99	"	6,910	576
FY00	"	8,069	672
FY01 ⁽¹⁾	"	2,918	730
Total & Average	"	24,533	613

(1) Workload through the end of June 1999 depicted.

Figure 8: Ground Fuel Delivery Points and Schedules

Location ⁽¹⁾	Grade	Capacity ⁽²⁾	Schedule ⁽⁴⁾
3038, Runway lighting, perimeter road past golf course maintenance area.	LS2	500	Monthly
1480, Sewage Lift station on corner behind the commissary.	LS2	500	Monthly
1424, North Field Tower	LS2	500	Monthly
1406, South Field Tower	LS2	500	Monthly
3037A, Ground Electronics at South Field flightline parking lot.	LS2	30	Every two weeks
3037B, GCA Radar behind pit 2.	LS2	16	Every two weeks
2985, Medical Clinic behind personnel support building.	LS2	500	
1429, Power Plant (front driveway).	LS2	30	
2996, Transmitter, Golf Course Road on right.	LS2	500	
2884, VORTAC (TACAN) site, Golf Course Road on left behind end building.	LS2	500	
2983, Generator behind the building.	LS2	15	
3013, Security, inside the fenced area.	MUR	5	
2927, Sewage Plant, left at main gate, bottom of the hill.	LS2	500	
TACAN Site, Brooklyn, AL. On request, escort required, 57 miles.	LS2	200	Monthly
TACAN Site, OLF Santa Rosa, FL off SR87 South, 16 miles.	LS2	200	Monthly
OLF Site 8,	MUR/LS2	Various	Tuesday and Thursday
OLF Saufley Field	MUR/LS2	Various	Tuesday and Thursday
OLF Choctaw Field	MUR/LS2	Various	Tuesday and Thursday
OLF Spencer Field	MUR/LS2	Various	As requested.
****, Golf carts.	MUR	5	Weekly
****, Golf Course	MUR	500	Monthly
****, Golf Course	LS2	500	Monthly
GSE North Field	MUR	Various	Daily
GSE South Field	MUR	Various	Daily

(1) Maps provided under Appendix F plot exact location of delivery points.

(2) Capacity of the equipment/facility tank requiring product. If issues are to GSE or vehicles with small tanks, use the term "various."

(3) The average quantity of product issued each time the tank is topped off.

(4) The best estimate as to the specific time product is normally delivered.

Figure 10: Used Oil Collection Points and Pick-Up Schedule

Location ⁽¹⁾	Grade ⁽²⁾	Capacity	Schedule ⁽⁴⁾
North Field plastic bowser.	JP5/8	300	Weekly
South Field (East side tank).	JP5/8	250	Weekly
South Field (West side tank).	JP5/8	250	Weekly
Site 8 used oil drum.	JP5/8	55	Monthly
Spencer Field used oil drum.	JP5/8	55	Monthly
2993, Tanks at Contractor maintenance area.	JP5/8	2 X 500	Weekly

(1) See maps provided under Appendix F for exact location of the pick up points.

(2) Grade of product normally handled.

- ◇ Requirement: The Contractor shall man and maintain used oil collection equipment to ensure customer support, i.e., product collection and disposal, for the hours specified.
 - ✓ The Contractor shall notify the COR immediately of any discrepancy or circumstance that may result in the inability to collect and properly dispose of products.
- Minimum Performance Standards:
 - ✓ All equipment inspected and serviceable by 0800 daily. Inspection documentation available.
 - ✓ Daily truck inventories one hundred percent accurate.
 - ✓ Documented collections and truck off-loads (disposal) quantity one hundred percent accurate.
 - ✓ Used oil collection documentation one hundred percent complete and legible.
 - ✓ Used oil truck logs maintained and accurate.
 - ✓ Fuel servicing safety procedures and precautions observed.

C-2.7 Recyclable Jet Fuel

Figure 11: Recyclable Jet Fuel Collection Points and Pick-Up Schedule (Not used)**Figure 12: Recyclable Jet Fuel Collection, Processing, and Issue (Not used)**

C-2.8 Cryogenics Storage and Distribution Operations

Figure 13: Cryogenic Receipts and Issues (Not used)

C-2.9 Inventory and Accounting

The Contractor shall submit a truck inventory to the Government by 0900 Monday through Friday. Other than this one inventory function and the basic quality review of documentation required of the dispatch function, no Inventory and Accounting function is required.

C-2.10 Quality Surveillance

The Contractor shall, as outlined in [Section C-1.4](#), prepare and maintain a Product Quality Surveillance (PQS) plan. The PQS shall outline policies and procedures to ensure products under the Contractor's care remain on specification. The plan shall include the quality surveillance of the product within and dispensed by aircraft refuelers, the and testing of that product in accordance with NAVAIR 00-80T-109, the disposition of samples taken, and documentation of the quality surveillance function. On acceptance, the PQS shall be incorporated into the contract. The COR will review the PQS as necessary during the term of the contract and update it as required via NAVPETOFF and the DESC Contracting Officer.

No petroleum product shall be issued until product quality determinations and confirmation of conformance with specifications. Products shall be issued on a first-in, first-out basis unless otherwise specified or directed by the COR.

C-2.10.1 Sampling

The Contractor shall take and examine daily samples from trucks. All samples requiring analysis shall be delivered to the NAS Whiting Field fuel laboratory for testing. Sampling shall be taken in accordance with the API Manual of Petroleum Measurement Standards (MPMS), Chapter 8, Section 1, Manual Sampling of Petroleum and Petroleum Products as may be supplemented by local instructions. Local instructions will dictate the location of samples to be taken, the frequency, quantity, minimum tests required, and sample retention procedures applicable to NAS Whiting Field.

C-2.10.2 Testing

Figure 14: Quality Surveillance Sampling and Testing (Not Used)

Quality Surveillance Sampling and Testing							
Total Samples ⁽¹⁾		Total Tests ⁽²⁾					
		Visual ⁽³⁾	API Gravity	Particulate	AEL Water	Flash Point	FSII
JP8	4800	4800	0	3000	3000	0	0

(1) Total samples include an estimate of visuals to be examined prior to defuel operations.

(2) Tests most commonly performed on the various samples drawn.

(3) Visual testing includes the inspection for particulate matter, free water, color, and appearance. The number includes visuals to be examined prior to defuel operations.

The Contractor shall be responsible for the sampling and laboratory testing of product samples taken from fuel servicing vehicles as outline by NAVAIR 00-80T-109, and the visual inspection of samples presented to the defueler operator prior to the defuel of an aircraft. Refuelers scheduled for deployment to OLF Spencer and Site 8 shall be sampled, tests performed, and the test results posted to the vehicle inspection documents prior to the dispatch of the refueler to the site.

Suspect defuel samples, cloudy product or excessive particulate matter/water, and vehicle test results that indicate product is not within specification established by MIL-STD-3004 shall result in the re-sampling and testing to determine quality of products. Continued test failure shall be cause for refusal to defuel and the placing of vehicles out of service until all quality issues are resolved. Under such conditions, the COR shall be notified regarding conditions, quality control efforts, and corrective actions to be taken.

The Government will furnish all test equipment and supplies and provide access to the fuel laboratory, which is shared facility.

C-2.10.3 Record Keeping and Reports

The Contractor shall maintain a sample log system (manual or computer based). The log shall reflect the date and time the sample was taken, the type of sample, and the test results. A log of samples requiring more extensive testing, i.e., to whom a sample is sent, the sample size, and the tests required shall also be kept. A copy of all test results provided by outside sources, including correlation testing, shall be maintained on file.

The Contractor shall establish and maintain a filing system relevant to quality surveillance records and maintain all such records in a neat, orderly manner. Historical product quality surveillance records shall be kept on file for the duration of the contract and be made available to the Government on request. All quality surveillance records and logs are the property of the Government.

C-3.2.2.12 Hoses

All fuel servicing hoses shall be [American Petroleum Institute \(API\) 1529, Grade 2, Type C](#) hoses marked accordingly. All 2000-gallon refuelers shall be configured with a one-inch by fifty-foot (1" X 50') hoses terminating with an overwing - servicing nozzle. The 5000-gallon refuelers shall be configured with two hoses, a one inch by fifty-foot (1" X 50') overwing hose and a two-inch by fifty-foot (2" X 50') underwing hose. Where hose lengths in excess of 50 feet are required, a threaded hose connector or dry break coupler may be used providing the connector/coupler will not come in contact with any portion of the aircraft during servicing operations. Hoses shall be free of internal/external electrical bond wires. Hoses, that generally used as a defuel hose, shall be of the hard helix or non-collapsible type. Where two hose assemblies are attached to a common outlet or source of product, each shall be controlled by a separate control valve. Filter and relaxation chamber vent hoses or tubing shall be compatible with the product being handled.

In addition to the truck-mounted hoses, the Contractor shall furnish compatible coupled hose sections that enable "hot refueling" of aircraft at the pits 1 and 2 at South Field of NAS Whiting Field, OLF Site 8, and OLF Spencer Field. At all, four sites, two hundred feet of one-inch (200' X 1.5 ") hose shall be provided. Suitable dust plugs and caps shall be provided for the hose coiled and stored at OLF Site 8, and OLF Spencer Field at night. Hoses for the pits at South Field shall be removed and stowed on the refueler at the end of each servicing day.

C-3.2.2.13 Hose Storage

Hose storage in the form of troughs, platforms, or hose reels shall be provided for all hoses. Hoses shall not be hung from the tank or frame. The hose storage arrangement shall be such that no sharp bends or kinks occur while hoses are stored and shall remain stowed when the vehicle is traveling over rough roads.

C-3.2.2.14 Hose-End Pressure Regulator

Refuelers equipped for underwing refueling shall be configured with a 55-PSI (maximum) hose-end pressure regulator attached to or as an integrated part of each underwing nozzle installed.

C-3.2.2.15 Nozzle(s)

Aircraft fuel servicing nozzles shall conform to the specifications listed herein. Depending on the type aircraft requiring service, three types of nozzles, the underwing or D-1 single point nozzle, the overwing or gravity nozzle, and/or the closed circuit refueling (CCR) nozzle shall be required or used. Unless stated otherwise, refuelers shall be configured with an underwing and overwing type nozzle.

C-3.2.2.15.1 Underwing Nozzle

Nozzle, Pressure Fuel Servicing, Locking, Type D-1, the underwing or single point nozzles, as specified by the most current edition of Military Specification MIL-N-5877 and produced by companies listed in the most recent Quality Products List QPL-5877-XX are approved for use under this contract. Each nozzle shall be connected to the issue hose by a dry break quick disconnect coupler, and shall be equipped with a screen of 60 mesh or finer which is readily accessible without the use of tools. Each nozzle shall have a dust cover that shall be in place when fuel is not being delivered.

C-3.2.2.15.2 Overwing Nozzle

An overwing nozzle of the non-automated, non-locking type commonly used to dispense aviation fuel to aircraft shall be provided. Each nozzle shall be attached to the issue hose by a dry break, quick disconnect coupler to provide for quick nozzle change and recirculation of product within the hose as outlined in [Section C-3.2.2.5.2](#). The nozzle shall be equipped with a 60 mesh or finer screen installed in the non-flexible nozzle tube/spout. Attachments shall include a dust cap that is held in place by wire and spring system, and a permanently attached flexible bonding wire with a ground clip conforming to MIL-C-83413/7B attached near the end, and terminating with a ground plug conforming to MIL-C-83413/4

C-3.2.2.15.3 Closed-Circuit Refueling (CCR) Nozzle

Closed-circuit refueling (CCR) nozzles conforming to MIL-PRF-52747 (current version) may be used under this contract. Each CCR nozzle shall consist of nozzle body equipped with a dry break quick disconnect coupler, a dust cap/plug assembly, and a permanently attached flexible bonding wire of suitable length with a ground clip conforming to MIL-C-83413/7B attached near the end, and terminating with a ground plug conforming to MIL-C-83413/4.

C-3.2.2.16 Swivels and Hose Couplings

All swivels and couplings used within the fuel system shall be the greaseless type; however, a light, hand application of grease, non-soluble in petroleum, to bearing races and bearing surfaces, is acceptable. Old, once lubricated swivels on which the lubrication channel has been plugged shall not be used. Except as specifically noted herein, i.e., the defuel stub which shall be a quick disconnect adapter, hose couplings/connections shall be of the permanent, threaded type.

C-3.2.2.17 Deadman Controls

All refuelers shall be equipped with a hand held deadman control with sufficient connecting hose/cable installed in such a manner that it can be stored on a reel or removed and stowed when not in use. Deadman controls shall be located/mounted at the unit control panel. Release of the deadman control handle shall completely stop the flow of fuel within a 5 percent overshoot range (in time or gallons) of the rated capacity of the refueler, i.e., 300 GPM is equal to 15 gallons or 3 seconds.

C-3.2.2.18 Static Bonding Cables

A static bonding cable shall be installed on a spring rewind reel with cable guide. The overall length of the static bonding cable shall be 50 feet or the length of the longest hose being used, whichever is greater. The cable shall be of stranded steel (galvanized or stainless) wire rope 3/32-inch in diameter coated to 3/32-inch diameter with a petroleum-resistant plastic containing light sensitive dye. The cable shall terminate with a plug, MIL-C-83413/4, and a heavy duty clip, MIL-C-83413/7B. Refuelers designated to "hot refuel" shall be equipped with two cable/reel assemblies.

C-3.2.2.19 Electrical Wiring and Lights

See [Section C-3.2.1.3](#).

C-3.2.2.20 Fire Extinguishers

Each refueler shall be equipped with at least two fire extinguishers, one on the left (drivers) side readily accessible to the operator at the refueler control panel, the other on the right rear of the unit. Each extinguisher shall have an ANSI rating of not less than 20-B. Halogen extinguishers shall not be used.

C-3.2.2.21 Fenders and Mudguards

Fenders/ mudguards shall be installed over the wheels of the trailer to fully protect the cargo tank, hoses and other equipment. Nonfunctional skirting and flashing are prohibited.

C-3.2.2.22 Tires

See [Section C-3.2.1.6](#)

C-3.2.2.23 Painting and Marking

See [Section C-3.2.1.8](#) and the following sub-paragraphs regarding the painting and markings of trailers/cargo tanks.

C-3.2.2.23.1 Alignment of Stencils

Reflective stencils as outlined in NAVFAC P-300, shall be applied and positioned in the precise manner. Cargo tank side stencils shall be proportionally placed along the horizontal centerline of the cargo tank beginning 12 inches from the front bulkhead/tank weld and ending 12 inches from the rear bulkhead/tank weld. Two line stencils, i.e., NO SMOKING over WITHIN 50 FEET, shall be centered vertically on the horizontal tank centerline. Rear tank stencils shall be centered on the vertical tank centerline. Stencils shall read left to right, top to bottom.

NOTE

Smaller, 4-inch on 6-inch stencils, may be used on the smaller 2000-gallon fuel trucks.

C-3.2.2.23.2 DOT Placards

DOT placards shall be placed on each side of the tank centered one inch below the FLAMMABLE stencil, and on the right quarter of the rear bumper. A placard holder or a rigid plate shall be used for the bumper mounted placard.

C-3.2.3 Defuel Truck

A stand-alone defuel truck is not required under this contract. The refuelers provided shall be capable of defueling.

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C-3.2.4 Ground Fuel Trucks

The Contractor shall provide ground fuel delivery trucks (single or multiple compartment tank trucks capable of issuing and defueling ground fuels). Design and construction of new ground fuel trucks shall be such that the cargo tank meets DOT 406 specifications; however, cargo tanks built to MC 306 specifications are acceptable. Components shall be applied in accordance with [NFPA 385, Standard for Tank Vehicles for Flammable and Combustible Liquids](#), specifications. Should a conflict between specifications arise, the more stringent requirement shall apply.

C-3.2.4.1 Prime Mover (Truck Chassis)

[Section C-3.2.1](#) and sub-sections thereto apply.

C-3.2.4.2 Tank and Components

Except as modified by the following, [Section C-3.2.2](#) applies. Components not specifically addressed do not apply.

C-3.2.4.2.1 Cargo Tank(s)

See [Section C-3.2.2.1](#) and sub-sections thereto. Baffle openings (top vent/bottom flow) may be sized to 100 GPM. The cargo tank(s) may be dual product having a **minimum capacity of 1,000 (MUR) and 1,000 gallons (LS2)** plus the appropriate expansion space, or single product tank trucks of equal or greater capacity. See [NFPA 385-90](#) regarding dual product tank separation. Unless specified otherwise, all cargo tanks shall normally be filled to capacity.

C-3.2.4.2.2 Tank Venting

See [Section C-3.2.2.2](#); however, venting capacity may be reduced to 100 GPM.

C-3.2.4.2.3 Overfill Protection

See [Section C-3.2.2.3](#).

C-3.2.4.2.4 Low Point Drain(s)

See [Section C-3.2.2.4](#).

No petroleum product shall be issued until product quality determinations and confirmation of conformance with specifications. Products shall be issued on a first-in, first-out basis unless otherwise specified or directed by the COR.

C-2.10.1 Sampling

The Contractor shall take and examine daily samples from trucks. All samples requiring analysis shall be delivered to the NAS Whiting Field fuel laboratory for testing. Sampling shall be taken in accordance with the API Manual of Petroleum Measurement Standards (MPMS), Chapter 8, Section 1, Manual Sampling of Petroleum and Petroleum Products as may be supplemented by local instructions. Local instructions will dictate the location of samples to be taken, the frequency, quantity, minimum tests required, and sample retention procedures applicable to NAS Whiting Field.

C-2.10.2 Testing

Figure 14: Quality Surveillance Sampling and Testing

Quality Surveillance Sampling and Testing							
Total Samples ⁽¹⁾		Total Tests ⁽²⁾					
		Visual ⁽³⁾	API Gravity	Particulate	AEL Water	Flash Point	FSII
JP8	4800	4800	0	3000	3000	0	0

(1) Total samples include an estimate of visuals to be examined prior to defuel operations.

(2) Tests most commonly performed on the various samples drawn.

(3) Visual testing includes the inspection for particulate matter, free water, color, and appearance. The number includes visuals to be examined prior to defuel operations.

The Contractor shall be responsible for the sampling and laboratory testing of product samples taken from fuel servicing vehicles as outline by NAVAIR 00-80T-109, and the visual inspection of samples presented to the defueler operator prior to the defuel of an aircraft. Refuelers scheduled for deployment to OLF Spencer and Site 8 shall be sampled, tests performed, and the test results posted to the vehicle inspection documents prior to the dispatch of the refueler to the site.

Suspect defuel samples, cloudy product or excessive particulate matter/water, and vehicle test results that indicate product is not within specification established by MIL-STD-3004 shall result in the re-sampling and testing to determine quality of products. Continued test failure shall be cause for refusal to defuel and the placing of vehicles out of service until all quality issues are resolved. Under such conditions, the COR shall be notified regarding conditions, quality control efforts, and corrective actions to be taken.

The Government will furnish all test equipment and supplies and provide access to the fuel laboratory, which is shared facility.

C-2.10.3 Record Keeping and Reports

The Contractor shall maintain a sample log system (manual or computer based). The log shall reflect the date and time the sample was taken, the type of sample, and the test results. A log of samples requiring more extensive testing, i.e., to whom a sample is sent, the sample size, and the tests required shall also be kept. A copy of all test results provided by outside sources, including correlation testing, shall be maintained on file.

The Contractor shall establish and maintain a filing system relevant to quality surveillance records and maintain all such records in a neat, orderly manner. Historical product quality surveillance records shall be kept on file for the duration of the contract and be made available to the Government on request. All quality surveillance records and logs are the property of the Government.

The Contractor shall also provide the Government two (2) hand held radios that will allow the COR/QA to monitor the Contractor's frequency. Appropriate battery/radio charging units shall also be provided to the Government.

Telephone Services: The Contractor shall provide all commercial telephone services (voice, facsimile, or data,) and equipment required and necessary to conduct company business. See [Appendix B](#) regarding Government-furnished telephones services.

First-Aid Supplies and Equipment The Contractor shall provide a two-person first aid kit for each manned work center, i.e., refueling, storage, direct fuel servicing, etc. Collocated work centers, storage and the laboratory for instance, will be required to have only a single first aid kit.

Administrative Supplies and Equipment The Contractor shall provide all administrative supplies and equipment necessary and required to undertake the administrative and records keeping functions relevant to the contract. The Contractor shall not use Government office equipment, i.e., computers and copy machines, not specifically provided for under the terms of the contract.

Janitorial/Housekeeping Supplies, Equipment, and Services The Contractor shall provide all janitorial and housekeeping equipment and supplies, to include restroom supplies, necessary and required to maintain the cleanliness and sanitation of building and facilities used and occupied by contract personnel. Janitorial services may be sub-contracted.

Tools: The Contractor shall ensure all hand/power tools, test/measurement/calibration devices, and powered/non-powered equipment required and necessary to inspect, test, calibrate, maintain, and repair Contractor furnished vehicles and components thereof are provided. Tools needed to maintain Government facilities and equipment to the extent required herein shall be provided.

Spares for Contractor Furnished Equipment: The Contractor shall provide all spares, replacement parts, and components required and necessary to maintain and repair Contractor furnished vehicles and equipment.

Consumables for Contractor Furnished Equipment: The Contractor shall provide all consumable supplies and materials, i.e., lubricants, solvents, sealants and sealant tape, primer, paints and brushes, small bulk packaged nuts, bolts, and screws, and other items commonly used to clean, coat, preserve, lubricate, mark, seal, and secure equipment and components.

C-3.5 Uniforms

All contract personnel, including site managers, shall wear a distinctive company uniform in performance of their duties. Pursuant to US Department of Labor wage determinations, the Contractor shall provide seasonal uniforms consisting of a shirt and pants or coveralls, a matching seasonal jacket/coat, and a matching baseball type cap (not to be worn on the flightline). Except for distinctive management dress shirts, all contract personnel shall be provided and wear the same type, style, and design of uniform. All shirts, coveralls, jackets, coats, and caps shall be emblazoned with a readily identifiable company name or logo. Laundry services or compensation for such services shall also be provided. Uniforms equivalent to the Navy work dungarees, 65/35 polyester/cotton, are expectable. Static producing synthetic materials such as 100 percent nylon, Dacron, rayon and banlon, or blends thereof, and silks, shall not be provided or worn as a uniform.

The Contractor shall provide all personnel safety equipment including safety shoes, safety glasses, sound suppression devices, and gloves. If applicable, other identifiable special safety equipment for specific operation, i.e., cranial protection, fire retardant overalls, and test equipment for the monitoring of oxygen deficient or explosive atmospheres in confined spaces shall also be furnished by the Contractor.

Contractor question and responses:

1. **Question.** Clarify the Assistant Site Manager duties. Reference: G1.9.1 Page 5 States, "The assistant manager may have collateral duties, except that of a dispatcher, however, the position shall not be a collateral duty." Can he/she be a Lead Driver, Lead FSDO, etc. or does the Government intend that the position should be dedicated?

Response. He/she can have collateral duties; however, on being elevated to the managers position, the collateral duty restriction applicable to the manager, short or long term, apply. In essence, on being elevated to the managers position, he/she must be able to devote his/her energies to being the manager.

2. **Question.** Are all Fuel truck driver/operators under this solicitation, regardless of where they drive, required to obtain a Commercial Drivers License? Reference: Section C-1.9.2 Page 6.

Response. Those drivers that may be required to deliver product to off station locations will be required to hold a CDL.

3. **Question.** We currently have a 1997 Ford on the contract. Will the Government allow a contractor to furnish one new pickup and retain the other pickup for use by the storage personnel?

Response. The solicitation is clear regarding utility vehicles. "Utility vehicle(s), pickup or van type vehicles as may be provided and used by Contractor management, maintenance, or other personnel within the Contractor organization shall be new at the start of the contract."

4. **Question.** C-1.8 Figures 1: Hours of Operations Sub-paragraph (5) includes scheduled ground fuels deliveries to OLF Site 8, OLF Spencer Field, Choctaw Field and Sauflley. How many scheduled deliveries per-week, are required?

Response. Ground fuel deliveries are made to OLF Site 8, Choctaw Field, and Sauflley every Tuesday and Thursday. Deliveries are made to OLF Spencer Field as requested. Note changes to Figure 8.

5. **Question.** C-3.2.2.17 Deadman controls: Are all trucks required to have deadman control installed.

Response. Yes. The local safety office has indicated they want all fuel servicing vehicles to be equipment with deadman controls. See the change made to Section C-3.2.2.17, Deadman Controls.

6. **Question.** Section C-3.2.2.12, Hoses: There are 16 hoses used at the hot refueling points, 8 at Whiting field, 4 at OLF Site 8, and 4 at OLF Spencer Field. Are these hoses supplied by the government or the contractor and how much hose of what size is required at each location?

Response. All hoses, truck mounted or extensions used to facilitate hot refueling, shall be furnished by the contractor. See the change made to Section C-3.2.2.12, Hoses.

7. **Question.** Section C-3.2.3. Can the Defuel truck be one of the general refuelers?

Response. Yes. Note that Section C-3.2.3, Defueler, General has been deleted. Per Section C-3.2.2.6, Defueling, all refuelers shall be capable of defueling.

8. **Question.** C-3.2.3. Must the Defuel truck be dedicated solely to the defuel function?

Response. See the above response.

9. **Question.** C-1.1, C-2.5. What is the approximate mileage from the base to: a) Choctaw and b) Saufley?

Response. Choctaw and Saufley are 25 and 37 miles respectively from the contractor parking area at NAS Whiting Field.

10. **Question.** C-1.1 The work Description says that we are to supply ground products (MUR/LS2) to Saufley Field on Tues. and Thurs. The NAS Pensacola Solicitation also states that ground products are to be delivered Tues. and Thurs. Which contract supports Saufley? Do both fields have to send support there the same days?

Response. The NAS Pensacola PWS is in error and has been changed.

11. **Question.** Section C-1.8, Operating hours for OLF Site 8 are 0900-1700 and OLF Spencer Field from 0800-1630. Do the fuel trucks have to be on site at the opening time of the fields? If so then the drivers would receive 2 hours of over-time for OLF Site 8 and approx. 2 hours over-time at OLF Spencer Field daily. Would this be augmented time or figured in with Bid pricing?

Response. Figure 1, Note (2) states, "The specific inclusive times that refueling support shall be available at Site 8 and Spencer Field. Travel time must be considered." This will not be augmented. This is the time the contractor is expected to be able to support any aircraft refueling required. Any travel time or pre-departure laboratory testing requirements should be considered. Any additional time should be included in your offered price.

12. **Question.** What length hoses do the trucks at OLF Site 8 and OLF Spencer Field require?

Response. See the change made to Section C-3.2.2.12, Hoses.

13. **Question.** Section C-2.5, Will unscheduled deliveries to the numerous listed sites in Alabama and Florida be augmented time if it takes the driver beyond his duty times?

Response. Yes, however, all sites are within a duty day travel time. Planned trips should preclude any overtime.

14. **Question.** Fig. 8, when delivering ground products to Brooklyn, AL. it says escort needed. Why and who provides the escort?

Response. Brooklyn is a TACAN site at which the tank custodian must be present to receive and sign for product and secure the area.

15. **Question.** C-2.8, Cryogenics is not a part of this solicitation yet you require the Site Manager to have these qualifications. Does the Site Manager have to have cryogenics background?

Response. The qualifications for the site manager state, "To the extent cryogenic operations are outlined herein..." In the case of NAS Whiting Field, no cryogenics are outlined.

16. **Question.** There was no information under Appendix F. given at the pre-bid conference. Could this be made available?

Response. NAS Whiting Field has been asked to forward the appropriate maps to NAVPETOFF for inclusion in the PWS and distribution to all offerers.

17. **Question.** Aside from the physical site inspection, how much information will be provided about the number of persons currently performing the work on-site, exempt, non-exempt, union labor, etc?

Response. The current contract does state a minimum manning in which the contractor shall be required to provide. This information is available under the Freedom of Information Act (FOIA). Currently there is no collective bargaining unit providing refueling or ground fuel delivery at NAS Whiting Field, FL.

18. **Question.** When will any persons wishing to go with a new contractor be identified?

Response. It is the company offering on the contract responsibility to contact any persons wishing to work for that company which is the successful offeror. The government will not identify current individuals working for the incumbent contractor.

19. **Question.** Can the currently wages be made available?

Response. The current wages are the wages required by the Department of Labor Wage Determination 1994-2121 Revision 15 dated 09/14/2000. This wage determination was effective March 1, 2001.